

Highway Technical Note

No. 10 The Hollow, Earl Shilton
September 2023, RHC-23-213-01

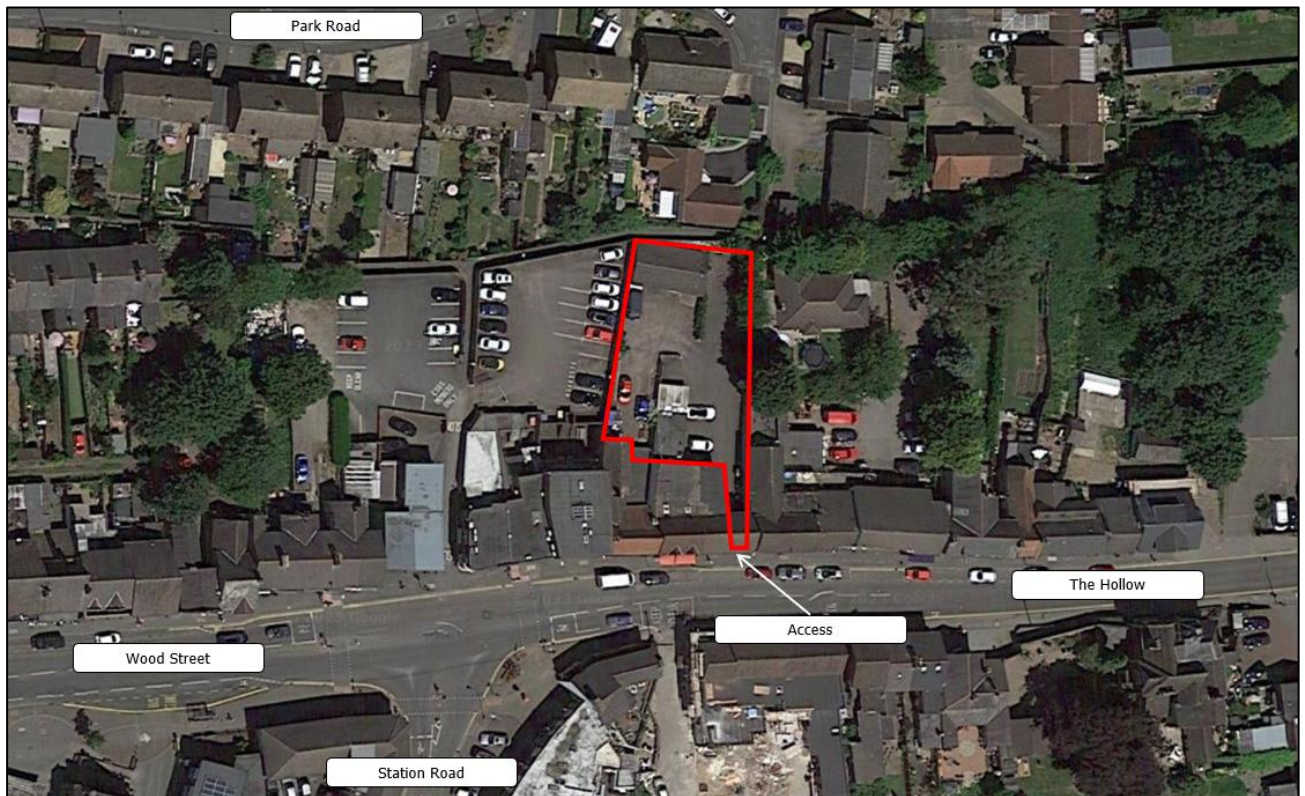
Introduction

Roberts Highway Consultants Limited has been commissioned by Perfect Planning Architectural Services Limited to undertake supporting transportation and highway work in relation to a proposed residential development at No. 10 The Hollow, Earl Shilton.

The development proposals are for the construction of four self-contained flats (two studio apartments, 1x one-bedroom and 1x two-bedroom flats) with associated amenity space and parking, utilising an existing car parking area.

A site layout plan is attached within **Appendix A** with a contextual site plan provided within **Plan 1**.

Plan 1: Contextual Site Location Plan



© Google Maps

A planning application for the development proposals was submitted to Hinckley & Bosworth Borough Council (planning application reference: 23/00713/FUL) in July 2023. Leicestershire County Council as the local Highway Authority provided their statutory consultee response to the application on 11th August 2023 (see **Appendix B**). This Highway Technical Note has been prepared to provide further information in relation to the development proposals, to address concerns raised within the consultation response.

Existing Conditions

The development site, which is irregular in shape, currently comprises an area of hardstanding used as a car park for customers and staff associated with the commercial properties at No. 8, No. 10 and No.12 The Hollow, with the site also comprising a storage unit located in the northwestern corner of the site, used by No. 10. The car park is informal with no marked spaces however, sufficient space is available for up to 15 vehicles.

Access to the car park is achieved via a c.3.7m wide undercroft directly via The Hollow (**Image 1**), the latter being an adopted 'C' classified road subject to a 20mph speed limit.

Image 1: Existing Access



© Google. Image Dated: May 2023

The site is located within the heart of Earl Shilton and therefore, is surrounded by key facilities and amenities which future residents could use without the reliance on private car travel.

The closest bus stop to the site is located within a 120m walking distance from the site centre. The stop, which is located along the southern side of Wood Street to the west of the site, provides shelter provision with bus timetable information, in addition to a layby allowing the free flow of traffic along the carriageway. The stop is operated by the No. 148 and 158 Sapphire services as summarised within **Table 1**.

Table 1: Summary of Bus Services within Close Proximity of Site

Service	Operating Days	Operating Times	Frequency (up to)	Route	Provider
148	Mon - Fri	05:30 – 23:46	30 mins	Nuneaton - Leicester	Stagecoach
	Sat	06:25 – 23:46			
	Sun	09:45 – 18:45	Hourly		
158 Sapphire	Mon - Fri	06:06 – 23:16	20 mins	Leicester - Earl Shilton - Hinckley - Nuneaton	Arriva
	Sat	06:10 – 23:16	30 mins		
	Sun	09:15 – 21:15	Hourly		

Timetable data taken from 'traveline.info' accessed 17/09/2023

The bus services outlined within **Table 1** demonstrate a suitable travel mode as a commute to Leicester, Hinckley or Nuneaton, with regular services operating seven days a week. Onward journeys by rail could also be made within Leicester or Nuneaton.

Site Proposals and Access

The development proposals are for the construction of an apartment block within the rear car park, replacing the storage unit located in the northwestern corner of the site. The proposals will retain four parking spaces for the business owners of the commercial premises, removing customer parking from within the site. Given the availability of designated on-street parking within Earl Shilton, specifically outside the frontage of the shops, it is not considered that preventing customer parking to the rear of the site will result in a severe displacement of vehicle parking.

Access to the site will be taken via the undercroft outlined within **Image 1**. Due to the constraints of the access, it is not possible to widen the access therefore, no alterations are proposed.

In accordance with Leicestershire Highway Design Guide standards, visibility splays of 2.4m are considered safe and suitable for carriageways with a 20mph speed limit. Drawing Number RHC-23-213-01, attached within **Appendix C**, outlines how these visibility splays can be achieved from the site access.

Whilst there could be parked vehicles within the visibility splay due to the presence of on-street parking bays, Paragraph 10.7.1 of Manual for Streets 2 states '*parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice*'. As the access is existing with no known road safety concerns in regards to its use, it is considered that the use of the access to cater for the development is suitable.

Forecast Traffic Generation

Upon reviewing the Trip Rate Information Computer System (TRICS) database, there are no comparable sites to the existing operations therefore, the trip generation for the existing use has been calculated on a "first principles" basis using information provided by the applicant.

The use of a first principles approach accords with previous DfT guidance which recommended that '*unless there is a clear valid comparable situation, the assessment trips should be constructed from first principles based on a detailed analysis of the daily operation of the proposed development*' (DfT, 2007a).

The applicant advises that during an average weekday, two customers park within the rear car park each hour for the commercial premises. When considering the opening hours of the shops (08:00-17:00), this could equate to 36 two-way movements per weekday.

The above information is supported by historic satellite imagery showing parking numbers within the site on generic days. As illustrated within **Image 2**, several parked vehicles are observed, with a breakdown of vehicles parked over the available ten-year period provided within **Table 2**.

Table 2: Observed Parked Vehicles

Year	Cars or Vans Parked
2021	5
2020	7
2018	8
2016	4
2015	6

Image 1, dated 2023, also provides an idea on vehicle parking, with at least three parked vehicles observed within the site. The evidence provided concludes that vehicle movements to and from the site have been a regular occurrence for at least the last 10 years.

Image 2: Historic Parking Within Site

© Google Maps

To ascertain the number of vehicle movements likely to be generated from the proposed development, further analysis of the TRICS database has been undertaken.

Analysis of the TRICS database has been undertaken using the category 'Residential – Flats Privately Owned'. Sites located within Greater London, Ireland, Scotland and Wales were discounted from the assessment, along with all sites not situated in 'Town Centre' locations. Any surveys which were undertaken during the Covid 19 pandemic were also excluded from the results.

The results generated a total of only two surveys from two separate sites. A summary of the likely vehicle trip rates and flows be found within **Table 3**, with the full TRICS data available in **Appendix D**.

Table 3: Development Vehicle Trip Rates and Trip Generation

	Trip Rates (per unit)			Trip Generation (four units)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
AM Peak (08:00-09:00)	0.067	0.133	0.200	0	1	1
PM Peak (17:00-18:00)	0.117	0.133	0.250	0	1	1

Information presented above outlines that the proposed four flats would generate a single vehicle movement during each of the generic peak periods, with seven two-way vehicle movements likely to occur during a typical weekday.

In addition to the above, an additional six two-way movements could occur as part of the business owners of the commercial properties when assuming they arrive and depart the site at opening and closing hours. Such movements would result in 13 two-way movements per day at the site.

When considering there could be up to 36 two-way customer vehicle movements at the site, in addition to the six business owner trips, the proposals would reduce vehicle movements from the site access through preventing customer parking, which would be supported by suitable signage prior to entry. The reduction in vehicle movements in comparison to the existing situation at the site should be welcomed by the Highway Authority when considering their consultation response.

Vehicle Parking

A review of Hinckley & Bosworth's car parking standards outlines that for dwellings of three or less beds, two vehicle spaces are advised. However, it is noted that the standards do not differentiate between houses and flats, with flats usually requiring fewer car parking spaces given car ownership levels for residents in flats are lower.

The development proposals provide a single car parking space per flat (four spaces), with four car parking spaces retained for owners of the adjacent businesses. Such provisions are considered suitable when taking into consideration the number of bedrooms proposed, the site location and availability of regular public transport. An additional three parking spaces will also be provided within the site as requested by the local Highway Authority. Sufficient turning space will be available to the rear of the site to allow an estate car turn and exit within a forward gear (see **Appendix E**).

To further assist with the application of the council's parking standards, and to project the actual demand for parking generated by the residential development, a review of the 2021 census data for 'Accommodation type by car or van availability by number of usual residents aged 17 or over in household' has been undertaken. The

analysis considered Flat, maisonette, apartment, caravan or other mobile or temporary structures within the Hinckley and Bosworth 006F Super Output Area (Lower Layer), where the site is situated.

A summary of the analysis is presented within **Table 4**, with full results attached within **Appendix F**.

Table 4: Residents Aged 17+ in Flats in the Hinckley and Bosworth 006F Super Output Area

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
Residents (197)	67	109	21
Percentage	34%	55%	11%

Further review of the census data outlines that 70% of flats/maisonettes are occupied by a single resident over the age of 17 years. Using this information, a projection has been made regarding the likely number of persons over the age of 17 years occupying each of the four flats proposed. A summary is provided within **Table 5**.

Table 5: Household Occupancy Split (Age 17+)

House Type (Quantity)	Single Occupant (%)	Dwelling Total	Two+ Occupants (%)	Dwelling Total
Dwellings (Four)	70%	3	30%	1

The analysis within **Table 5** outlines that three of the flats will likely have a single occupant over the age of 17 years, with the remaining flat having two occupants over the age of 17 years. Using the percentages within **Table 4** and applying them to the information presented within **Table 5**, a projection in relation to car ownership levels for the site has been outlined within **Table 6**.

Table 6: Projected Number of Vehicles Associated with Proposed Development

	No Cars or Vans	One Car or Van	Two+ Cars or Vans
One Resident (Three Units)	1	2	0
Two Residents (One Unit)	0	1	0
<i>Total Vehicles</i>	<i>1</i>	<i>3</i>	<i>0</i>

When taking into consideration the above, residents of the four flats are projected to have three vehicles when based on 2021 census data for similar residency therefore, the four off-street residential car parking spaces at the site are considered suitable to cater for anticipated demand.

Covered cycle storage will be available to the south of the proposed building, with the space suitable to cater for six bicycles.

Conclusions

This Highway Technical Note has been prepared to provide further information in relation to a proposed residential development comprising four flats at No. 10 The Hollow, Earl Shilton. A summary of all findings is as follows:

- The site is within a sustainable location, with access to local facilities and amenities, including public

transport, being a short walking distance of the site removing the reliance on private car travel.

- There will be no alterations to the existing access to the site, with no evidence to suggest an existing road safety concern with the arrangements given its regular use.
- Four car parking spaces will be provided within the site for residents, with an additional four parking spaces provided for the business owners. Evidence obtained from the 2021 census demonstrates the parking provision would be suitable to cater for likely demand. An additional three parking spaces will also be provided upon request of the Highway Authority.
- Sheltered cycle storage will be available within the site for six bicycles.
- The proposed development will reduce two-way vehicle movements from the site when compared to the existing use. The proposals should therefore be welcomed by the Highway Authority.

Based on the information provided above and attached, it is considered that there are no highways or transportation reasons why the Local Highway Authority cannot provide an 'in principle' support for the proposed planning application.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- Sept 2023	Initial submission

Appendices

A – Site Layout Plan

B – Leicestershire County Council Highway Consultation Response

C – Drawing Number RHC-23-213-01 Visibility Extents

D – TRICS Outputs

E – Drawing Number RHC-23-213-02 Swept Path Analysis (Estate Car)

F – 2021 Census Data 'Car Availability'

Appendix A: -

Appendix B: -

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 23/00713/FUL

Highway Reference Number: 2023/0713/04/H

Application Address: 10 The Hollow Earl Shilton Leicester Leicestershire LE9 7NA

Application Type: Full

Description of Application: Proposed new apartment to include 4 self contained flats with associated amenity space and parking

GENERAL DETAILS

Planning Case Officer: Satbir Jandu

Applicant: Mr and Mrs Cassidy

County Councillor: Richard Allen

Parish: Earl Shilton

Road Classification: Class C

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) is in receipt of application 23/00713/FUL for the erection of two studio apartments, one, one bedroom flat and one, two bedroom flat at 10, The Hollow, Earl Shilton.

Trip Generation

The LHA understand that the existing use at the site is a car park serving the existing shops that front the site. The car park has previously been available for public use although due to issues surrounding vehicles blocking the delivery access this is no longer the case and the car park is now for private use only by the owners/ employees of the shops.

The LHA also note that the site is subject to approved planning application reference. 22/000789/FUL for first floor amendments to create two, one bedroom apartments.

Application reference. 22/000789/FUL was approved subject to conditions 11 November 2022. Condition 3 attached to the afore mentioned application states that three parking spaces are to be provided to serve the two apartments. The submitted plans for this application show that these spaces will be displaced by the proposed development.

Perfect Planning, Design and Access Statement (DAS), 2 May 2023 advises that eight parking spaces are to be provided with four spaces for the proposed development and four spaces for shop employees. The DAS does not reference the approved flats on the first floor.

No existing parking plan has been submitted and therefore the level of extant permitted use is not clear. The LHA request that the Applicant provides trip generation based on the extant permission and the proposed development.

The DAS quotes application reference. 18/00987/OUT in support of this application which was located opposite the proposed development and was for the erection of 17 flats. The LHA advise that each application is assessed on its individual merits and that the previous use of the access for application reference. 18/00987/OUT was a 75 space car park to serve a public house. Given the approximate size of the car park for this application it is unlikely that the two sites are comparable.

Site Access

The site is located on The Hollow, an adopted, 'C' classified road subject to a 20 mph speed limit. Perfect Planning. drawing No. 487/002 Rev. B shows an access that is bounded on both sides and measures 4.5 metres in width.

Due to the site constraints it is evident that it is not possible for an access width to be provided that is in accordance with Leicestershire Highway Design Guide (LHDG) standards.

The Applicant is requested to detail the achievable vehicular and pedestrian visibility splays from the site access in accordance with Part 3, Table DG4 and Part 3, Figure DG17 of the LHDG.

The LHA acknowledge the statement made in the DAS that due to the town centre location dedicated parking for the proposed development may not be required. Whilst it would be preferable for off-road parking spaces to be provided to serve the proposed development this provision could be outweighed by the potential dangers to pedestrians that the proposal could create.

If a safe and suitable access cannot be provided then the proposals may require revision so that no off-road parking is provided. The suitability of the access is dependent on the level of intensification of an existing access that the proposed development would create as detailed above in the 'trip generation' section.

Public Rights of Way

Public Footpath U87 runs adjacent to the proposed development. Whilst the LHA are satisfied that the use and enjoyment of Public Footpath U87 will not be significantly affected any changes to the existing boundary treatment currently separating the application site from Public Footpath U87, must be approved by the Local Planning Authority in accordance with the principles set out in the Leicestershire County Council's Guidance Notes for Developers.

Highway Safety

There has been three recorded Personal Injury Collisions (PIC's) on The Hollow, High Street and Wood Street (collectively) in the previous five years. One of the PIC's was recorded as being 'slight' in severity, another recorded as 'serious' in severity and the third PIC regrettably resulted in a fatality.

Whilst the LHA acknowledge none of the above PIC's occurred in the immediate vicinity of the proposed access the acceptability of the proposals would be contingent on the proposals themselves being acceptable in highway safety terms. As per the 'Site Access' section above, the LHA does not yet consider that a safe and suitable access has been satisfactorily demonstrated.

Internal Layout

Drawing No. 487/002 Rev. B shows the provision of eight off-road parking spaces which the LHA confirm have been designed in accordance with Part 3, paragraph 3.165 of the LHDG.

The Applicant has advised that four spaces are to serve the proposed development with the other four spaces provided for shop employees. As discussed above application reference. 18/00987/OUT was approved 11 November 2022 on condition that three spaces will be provided to serve the two first floor flats.

The LHA request that an amended drawing is submitted that demonstrates how the parking provision will be allocated.

The LHA also note that the proposed location for the refuse bin store exceeds the maximum 25 metre carry distance as stipulated in Part 3, paragraph 3.196 of the LHDG. The LHA request that the bin store is located so that it is within the maximum carry distance as the placement of bins awaiting collection on the footway would not be suitable in this location.

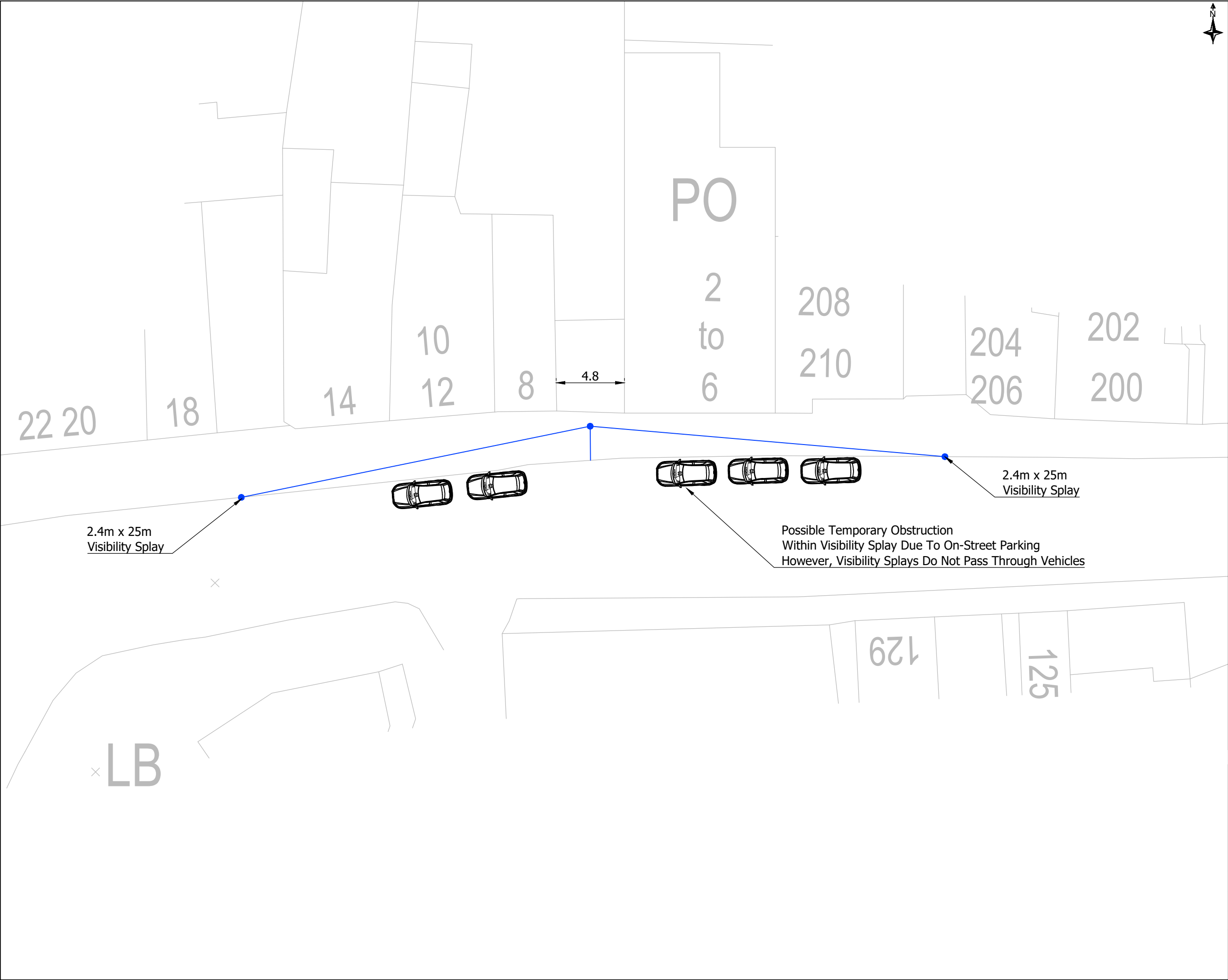
Date Received
24 July 2023

Case Officer
Simon Herbert

Reviewer
BD

Date issued
11 August 2023

Appendix C: -



- Notes:
1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
 2. The Design Shown Is Aligned With Ordnance Survey ProMap Data And Not Topographical Survey Data. This Drawing Is For Information Only And Should Not Be Used For Construction.
 3. Pedestrian Visibility Splays Not Achievable Given Constrained Nature Of Access. However, Access Is Already In Situ And Regularly Used Therefore, There Will Be No Increased Highway Safety Concerns.

20 Carriageway Speed Limit

Rev	Description	Date
Client: Perfect Planning Architectural Services Limited		
Project: 10 The Hollow Earl Shilton Leicestershire		
Drawing Title: Visibility Extents		
Drawing Number: RHC-23-213-01		
Revision: -	Sheet Size: A3	Scale: 1:500
Drawn & Checked By: AR	Date: 18/09/2023	Status: Information

E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)7935 229255
W: www.robertshighwayconsultants.co.uk

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Appendix D: -

Calculation Reference: AUDIT-608801-230917-0927

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 20 to 40 (units:)
 Range Selected by User: 6 to 40 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 11/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
-------------	---

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2
---------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 1 days

500,001 or More 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 1 days

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CU-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS	CUMBERLAND
	Town Centre Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL
2	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS	GREATER MANCHESTER
	Town Centre Built-Up Zone		
	Total No of Dwellings:	20	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.067	0.133	0.200
1700-1800	0.117	0.133	0.250

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	30	0.050	2	30	0.117	2	30	0.167
08:00 - 09:00	2	30	0.067	2	30	0.133	2	30	0.200
09:00 - 10:00	2	30	0.033	2	30	0.033	2	30	0.066
10:00 - 11:00	2	30	0.050	2	30	0.067	2	30	0.117
11:00 - 12:00	2	30	0.050	2	30	0.050	2	30	0.100
12:00 - 13:00	2	30	0.033	2	30	0.017	2	30	0.050
13:00 - 14:00	2	30	0.100	2	30	0.100	2	30	0.200
14:00 - 15:00	2	30	0.033	2	30	0.050	2	30	0.083
15:00 - 16:00	2	30	0.033	2	30	0.033	2	30	0.066
16:00 - 17:00	2	30	0.200	2	30	0.067	2	30	0.267
17:00 - 18:00	2	30	0.117	2	30	0.133	2	30	0.250
18:00 - 19:00	2	30	0.150	2	30	0.100	2	30	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.900			1.816

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:

20 - 40 (units:)

Survey date date range:

01/01/08 - 11/05/22

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

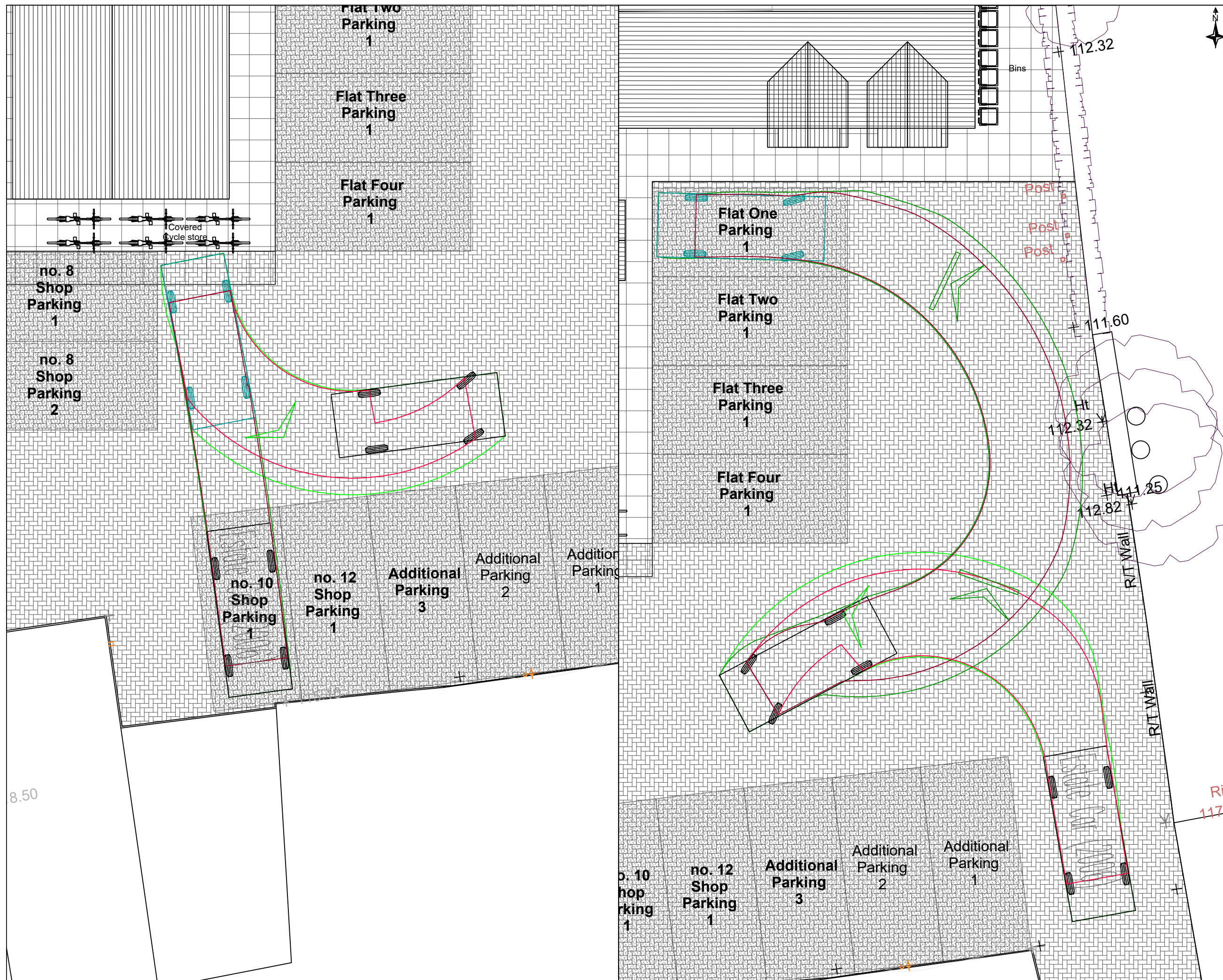
0

Surveys manually removed from selection:

0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix E: -



Notes:

- Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
- Base Drawing Provided By Perfect Planning Architectural & Construction Services Limited Drawing Number 487/002 Revision C Dated 20/01/22.

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

Rev	Description	Date
Client:	Perfect Planning Architectural Services Limited	
Project:	10 The Hollow Earl Shilton Leicestershire	
Drawing Title:	Swept Path Analysis (Estate Car)	
Drawing Number:	RHC-23-213-02	
Revision:	-	Sheet Size: A3 Scale: 1:100
Drawn & Checked By:	AR	Date: 28/09/2023 Status: Information

E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)1935 229255
W: www.robertshighwayconsultants.co.uk

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Appendix F: -

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population	All households
units	Households
date	2021
area type	2021 super output areas - lower layer
area name	E01025844 : Hinckley and Bosworth 006F
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

Number of cars or vans	Total	No usual residents aged 17 years or over in household	One usual resident aged 17 years or over in household	Two or more usual residents aged 17 years or over in household		
Total	197	0	138	59	70%	30%
No cars or vans in household	67	0	55	12		
1 car or van in household	109	0	77	32		
2 or more cars or vans in house	21	0	6	15		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

34%
55%
11%

